

PETITION AND LETTER

OF THE

Great American & European Short Line Railway,

IN REGARD TO THE

COMPLETION OF ITS AIR LINE

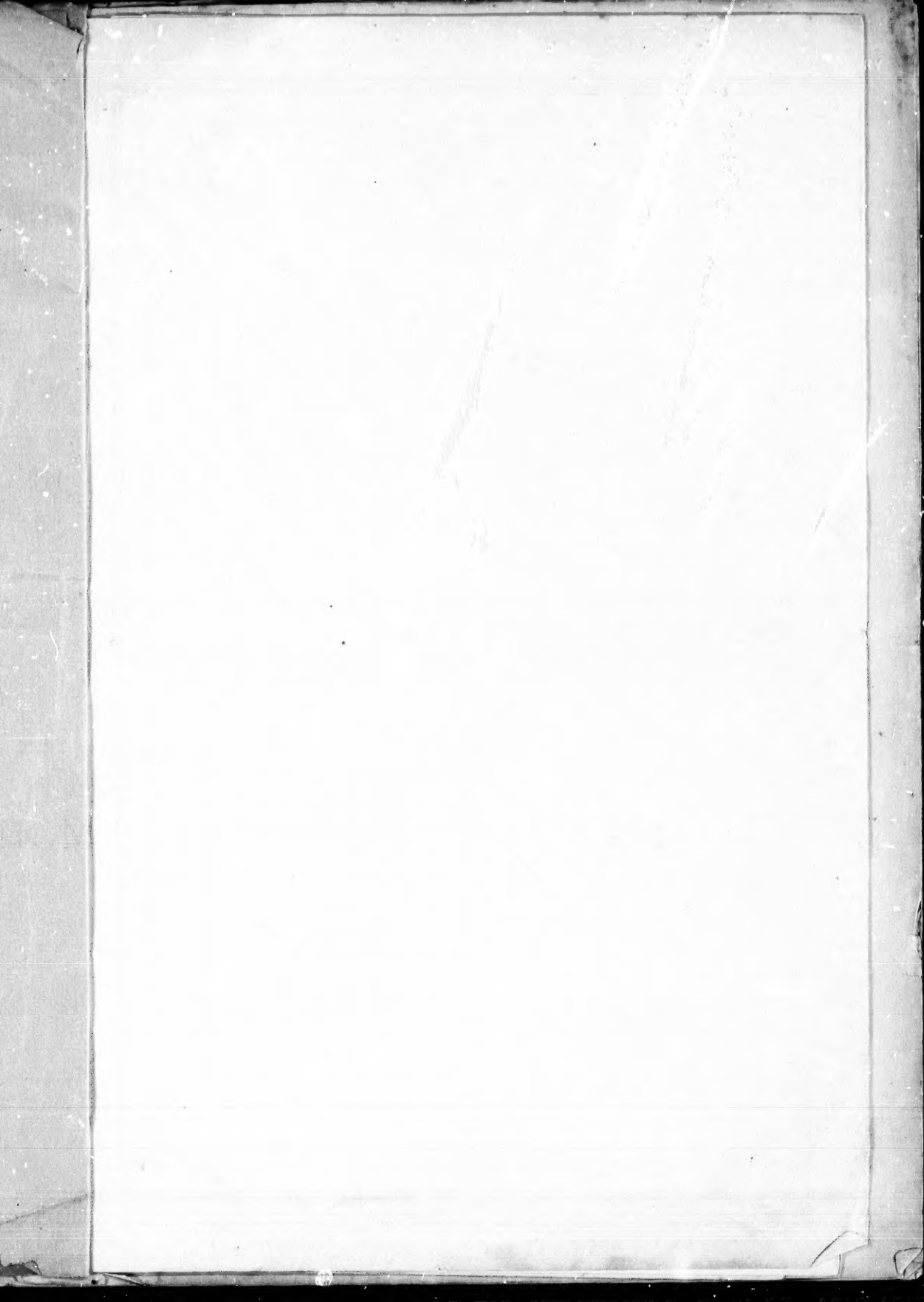
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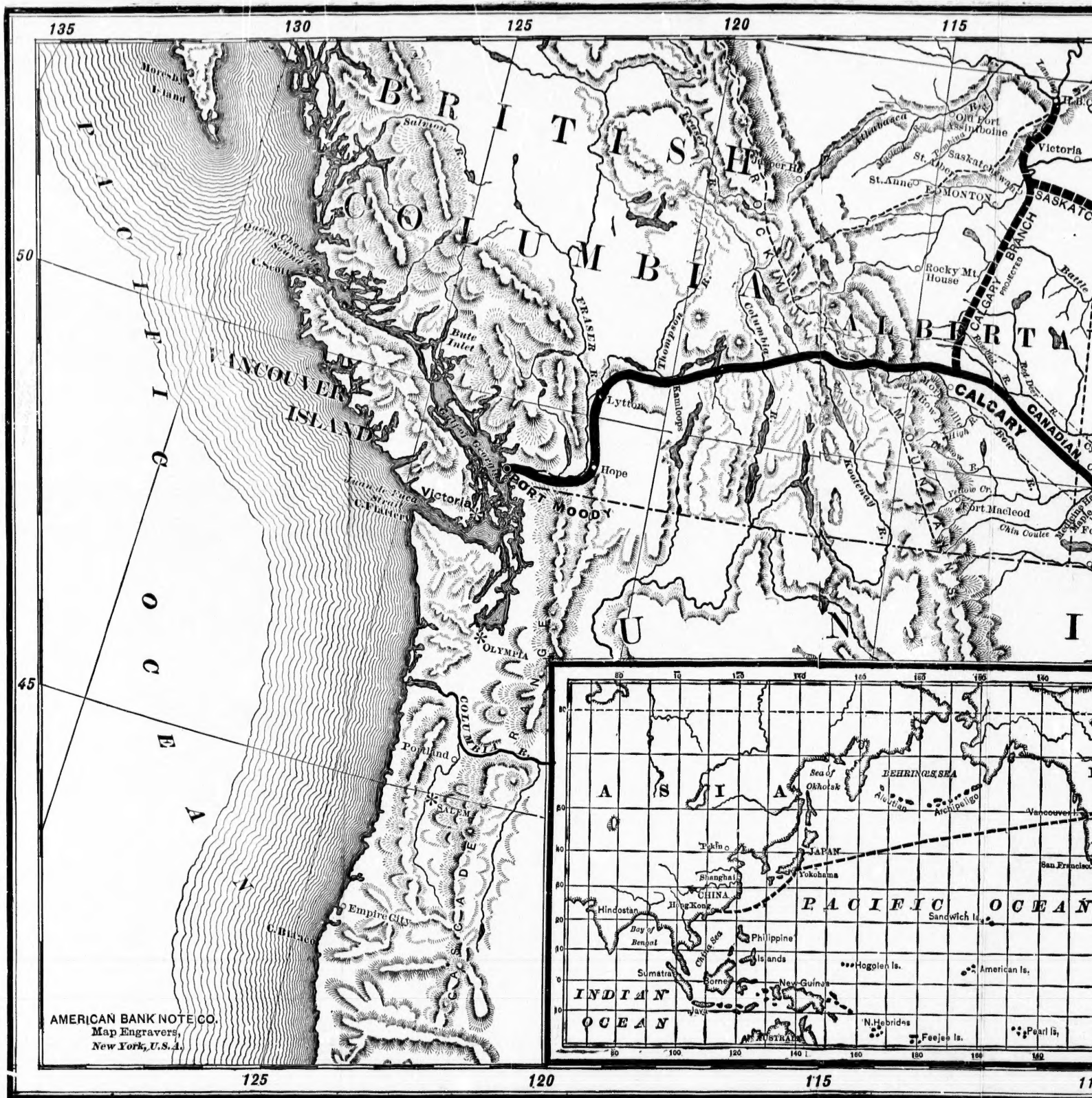
MONTREAL TO LOUISBURG, C.B.

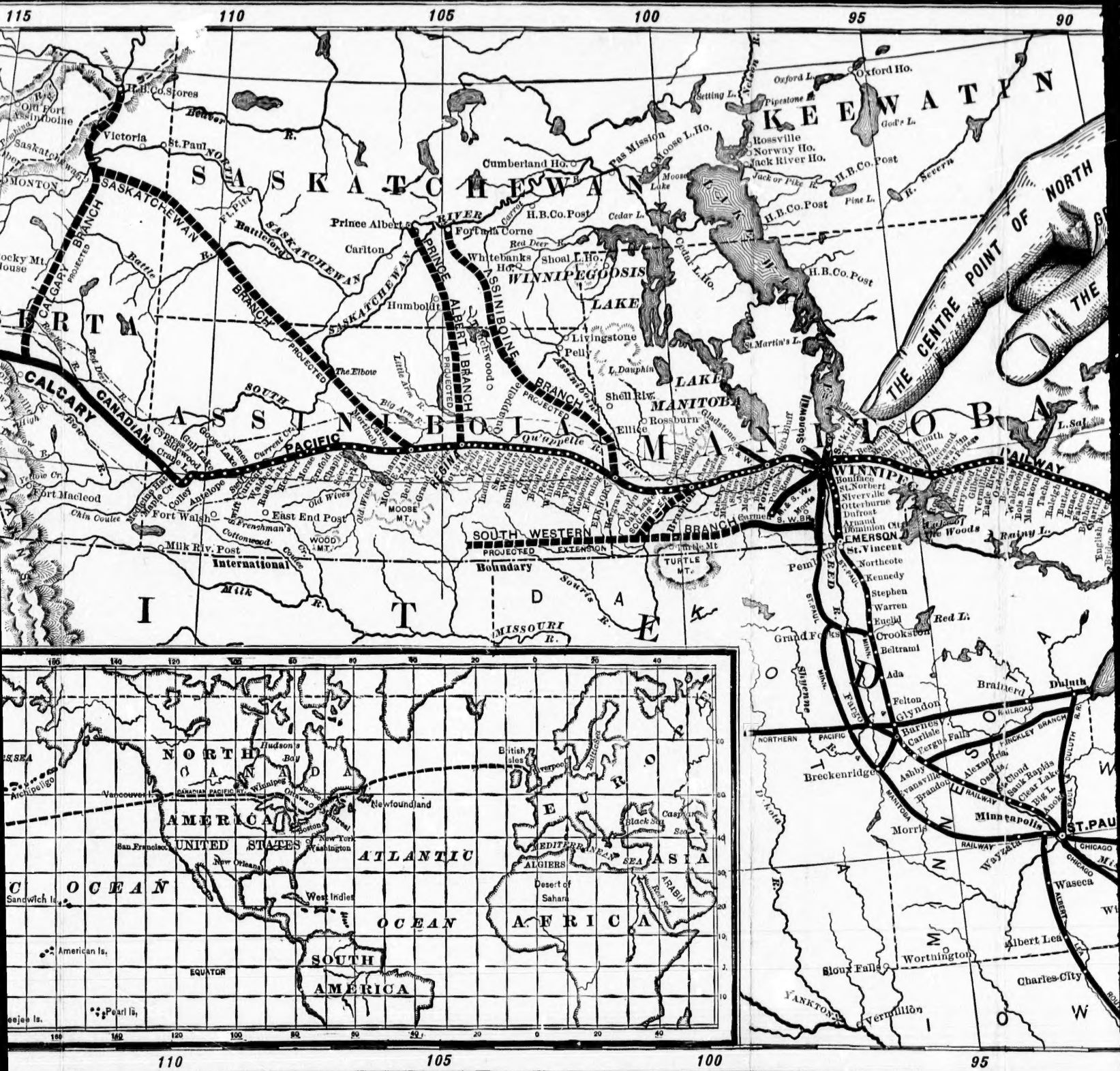
Ottawa, April 18th, 1883.

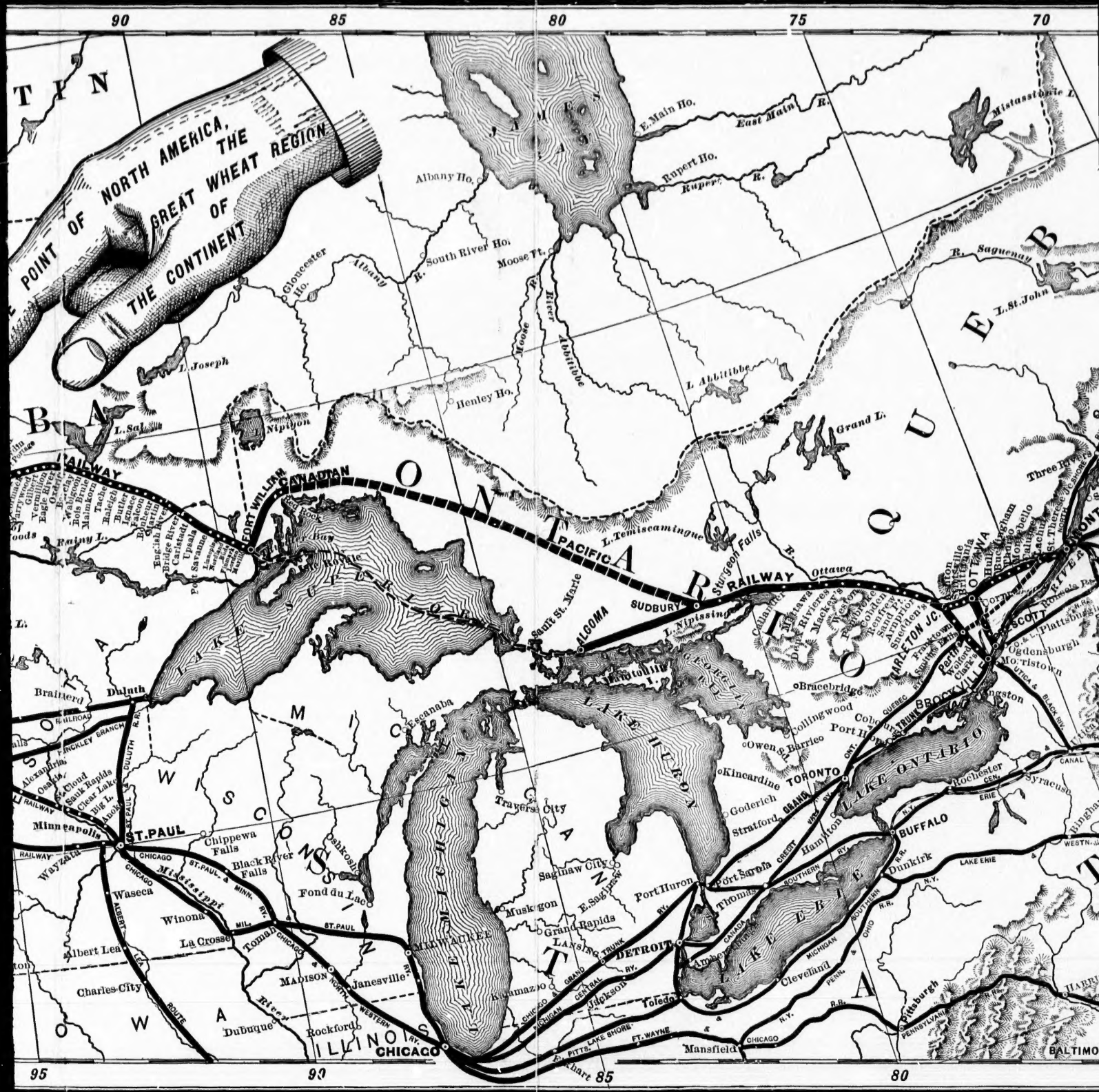
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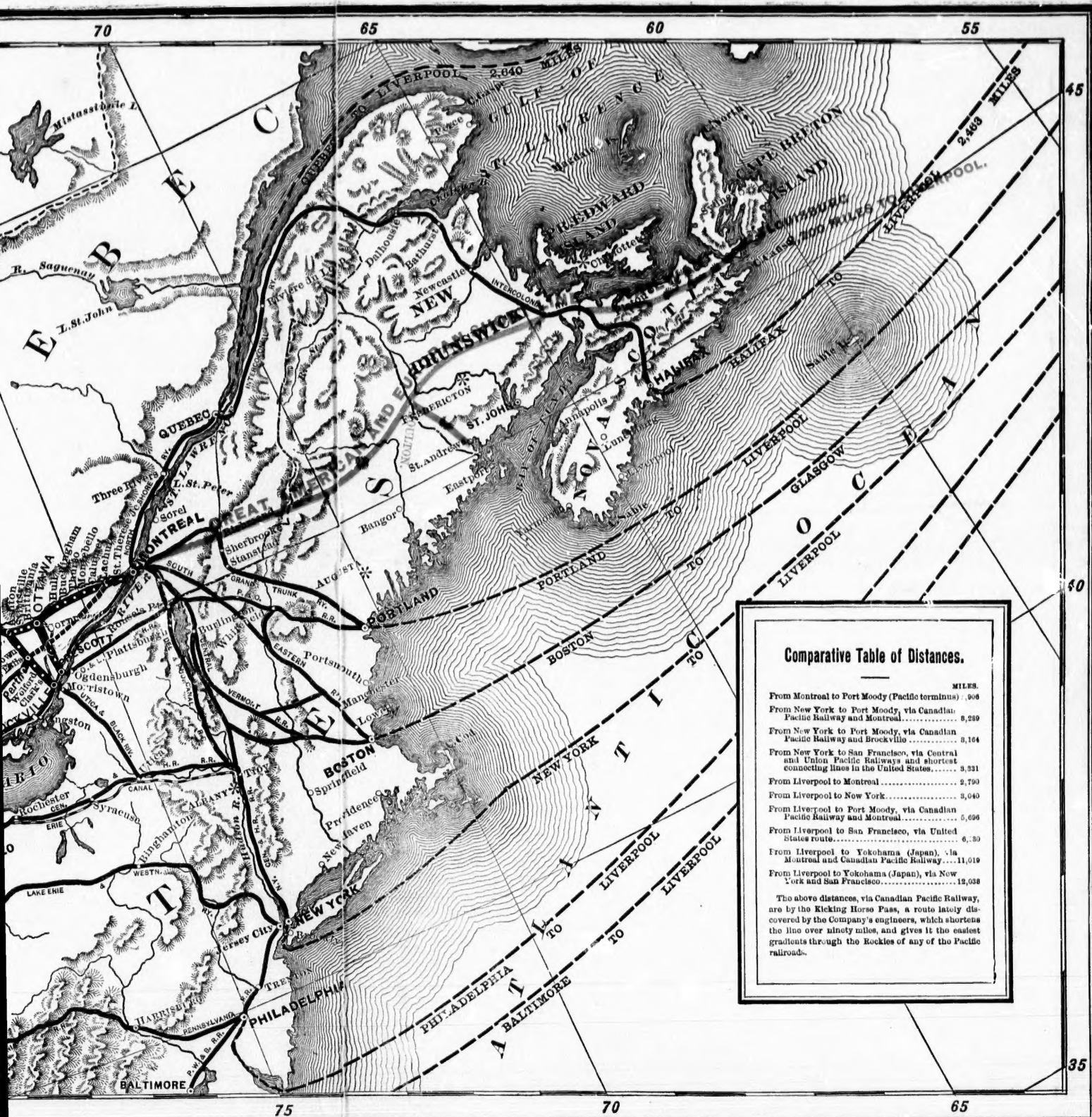
COMMITTEE OF THE BOARD











Comparative Table of Distances.

	MILES.
From Montreal to Port Moody (Pacific terminus)	908
From New York to Port Moody, via Canadian Pacific Railway and Montreal	8,289
From New York to Port Moody, via Canadian Pacific Railway and Brockville	8,164
From New York to San Francisco, via Central and Union Pacific Railways and shortest connecting lines in the United States	9,931
From Liverpool to Montreal	2,790
From Liverpool to New York	3,040
From Liverpool to Port Moody, via Canadian Pacific Railway and Montreal	5,698
From Liverpool to San Francisco, via United States route	6,330
From Liverpool to Yokohama (Japan), via Montreal and Canadian Pacific Railway	11,019
From Liverpool to Yokohama (Japan), via New York and San Francisco	12,038

The above distances, via Canadian Pacific Railway, are by the Kicking Horse Pass, a route lately discovered by the Company's engineers, which shortens the line over ninety miles, and gives it the easiest gradients through the Rockies of any of the Pacific railroads.

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To HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

This Petition of the Great American and European Short Line Railway Company HUMBLY SHEWETH :

1st.—That your petitioner is a Company duly incorporated and organized under an Act of the Dominion Parliament passed 7th May, 1882.

2nd.—That it is also incorporated by an Act of the Colony of the Parliament of Newfoundland.

3rd.—That the object of the said Acts is the formation and construction of a National Trunk Air Line under one management, from the termini of the Canadian Systems at Montreal, through the Province of Quebec, across the State of Maine, through the Provinces of New Brunswick, Nova Scotia and Cape Breton, and the Colony of Newfoundland to a point on its Eastern Coast, above the ice and fog limits, thereby giving the shortest and safest transit to Europe; drawing the bonds between the Dominion and Newfoundland closer and closer, and making the Maritime Provinces the great highway between the Eastern and Western Continents.

4th.—That your Petitioner has not sufficient data in regard to the Cape North and Newfoundland portions of its line to undertake their construction at once, but proposes to build in the meantime in the Island of Cape Breton only its branch to Sydney or Louisburg, thereby forming a continuous Air Line from Montreal to Louisburg.

5th.—That the total length of this Air Line is about 764 miles; and that at the present time, there are on different portions of it, but owned and controlled by separate companies, some 308 miles in operation, and 109 miles under construction.

6th.—That your Petitioner proposes to acquire these portions, either by purchase or otherwise, and consolidate them into its own Company.

7th.—That the negotiations for the acquisition of the completed portions are so far advanced that your Petitioner is in a position to begin the immediate construction of the links necessary to connect them.

8th.—Your Petitioner would call your special attention to the fact that it is now constructing some 90 miles of its Railway in Nova Scotia under a contract made with Your Government on July 28th, 1882.

9th.—That by the completion of its Line across Maine, it will connect with Lines already in operation, and become the Royal Mail route to the Maritime Provinces and Europe.

10th.—That the completion of the construction and consolidation of Lines on the proposed route, as contemplated by this Company (Your Petitioner), is of the greatest National importance, second only to that of the Canadian Pacific, and it will be the natural extension of that road and of the Intercolonial to the winter Seaports of the Maritime Provinces.

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11th.—Your Petitioner believes that the completion of its system through Cape Breton will have a greater tendency to draw the Colony of Newfoundland into the Dominion than any other argument that can be used.

12th.—Your Petitioner desires most respectfully to call your attention to the difference between the subsidies granted to the Canadian Pacific, and in fact to all other railways built in the Dominion, and to the subsidy under which this Company is building and asking for.

13th.—Your Petitioner therefore prays that you will grant it a cash subsidy to aid in the completion of its Lines proportionate to their relative cost of construction, as follows:—For the construction and completion of those portions of its Air Line between Montreal and Louisbourg, not to exceed 295 miles, the sum of (\$1,200,000) one million two hundred thousand dollars, to be distributed as follows:—

a.—In the Province of Quebec, between Marieville and Lennoxville, about 55 miles, the sum of \$3,200 per mile, a total of \$176,000.

b.—In the Province of New Brunswick, between Fredericton and Bay Verte, about 60 miles, the sum of \$3,200 per mile, a total of \$384,000.

c.—In the Province of Nova Scotia, between Bay Verte and Pugwash, about 40 miles, the sum of \$3,200 per mile, a total of \$128,000.

d.—In the Island of Cape Breton, between the Straits of Canso and Sydney or Louisbourg, about 80 miles, the sum of \$6,400 per mile, (as the cost of construction will there be more than double the other portions specified,) a total of \$512,000.

14th.—Your Petitioner further prays that you will grant it an adequate Postal subsidy for the carriage of Mails, after the completion of its Line to Houlton.

15th.—Your Petitioner further prays that you will grant it free running powers over the Intercolonial Railway, between Salisbury and Painsec Junction, at which points it intersects the same Railway.

16th.—Your Petitioner further prays that you will grant it a cash subsidy for the construction of a Line from a point, either at the Straits of Canso, or on its Line to Louisbourg, in the direction of Whycoqamah and Cape North, not to exceed 30 miles, a sum of \$6,400 per mile, a total of \$182,000.

And your Petitioner, as in duty bound, will ever pray, &c., &c.

The Great American and European Short Line Railway.

By CHARLES L. SNOW,

Chief Engineer and Gen'l Manager.

OTTAWA, CANADA, April 16th, 1883.

Cape Breton was
on than any other

Referring to the petition of this Company, asking for certain subsidies, from the Dominion Government, to aid in the completion of its projected Railway from Montreal through the Provinces of Quebec, New Brunswick, and Nova Scotia, to Louisburg, Cape Breton.

I have the honor to submit a map of the route with tables showing its length and the saving in distances over all other existing, projected or possible lines.

The route as shown having been adopted by the directorate of my Company, and its construction determined upon, provided the aid asked for is granted, I have prepared for your information a brief statement of the details of its location, and the advantages which we consider will be to the whole Dominion of Canada.

About 55 miles, According to the arrangements which have been perfected, our trains will run out of and to Montreal over the tracks of the South Eastern Railway, as far as Chambly, and make close connection with the Canadian Pacific over the new bridge.

At Chambly we will acquire the branch which the South Eastern have built as far as Marieville and complete it to Lennoxville.

At Lennoxville we acquire the International Railway as far as constructed to Moose River, O., on the western border of Maine.

From this point we will build across the State of Maine to Houlton, on the western border of New Brunswick.

At Houlton connection will be made with New Brunswick Railway for St. Andrews and St. John. The distance from Montreal to St. Andrews will thus be 385, against 340 miles to Boston via the Vermont Central, and 300 to Portland via the Grand Trunk Railway, but these differences in mileage as against our line will be more than compensated by our low grades and flat curves.

From Houlton we will run over the New Brunswick Railway to Woodstock Junction, and from there we acquire the Fredericton Branch of that Railway to Gibson, opposite Fredericton, on the St. John River.

From Gibson we will build to Salisbury, a Station on the Intercolonial Railway, and thence we will run through Moncton over that Railway to Painsec Junction.

At Moncton we will make connections with trains from Quebec and St. John, and for Halifax. From Painsec Junction we will build to the Eastern Border of New Brunswick, near Baie Verte, at which place connection will be made with the Cape Tormentine Railway for Prince Edward Island.

From Baie Verte we will build to Pugwash, Nova Scotia, where we join our line now under construction to New Glasgow.

From New Glasgow we will acquire the Halifax and Cape Breton Railway now in operation to the Straits of Canso.

The Straits, at the location of the proposed ferry, are about 2,700 feet wide, are never frozen over and remarkably free from ice. Through cars will be crossed upon boats built expressly for that purpose, as is done at many places in the United States.

From the Straits of Canso we will build over the most practicable and advantageous route to the harbor of Sydney or Louisburg. These ports are already connected by a railway which we propose to acquire.

The miles in operation, under contract and remaining to be built are shown in table "A" annexed, and if the subsidy asked for be granted, the entire line between Montreal and Louisburg will be in operation by January 1st, 1885.

Our Company was formed for the purpose of building and operating a Railway from Montreal to Cape-North, in the Island of Cape-Breton, running a line of steamers thence to Cape-Ray, the nearest point in Newfoundland, and constructing a road across that Island to Bonavista on its extreme eastern coast in order to obtain the shortest possible ocean route to Europe for the transportation of passengers and mails from a point which should be above and beyond the fog and ice limits, that renders the passage which all steamers have to make from off Cape-Race, Newfoundland, to the Atlantic ports, so dangerous.

However it is not the intention of my Company to undertake the construction of the Cape-North and Newfoundland portions of its projected line until further investigations are made in regard to its practical ability, but to acquire and construct the shortest possible line from Montreal to Louisburg, Cape Breton, as marked upon the accompanying map, and it is for that purpose only that assistance is now asked.

I need scarcely call your attention to the fact that at the present day, only that route which insures the shortest and quickest transit can successfully compete with all rivals in the matter of mails and passengers, and up to a certain distance (which is yearly becoming greater) of freight as well. The enormous volume of traffic between Western Canada and Europe will naturally find its way by that route in the case of mails and passengers, which makes the quickest time between the Continents—and in the case of freights by that route which gives the shortest distance to the sea board.

It is with a view of showing the advantages of our Line in these respects that the annexed table of distances "B. & C." is submitted. That table will hold good for all points west of Montreal, as all traffic must pass through that city.

I think that our Line meets the wishes of all Canadians who favor a National Port as compared to an American one and who prefer that Canadian freights, passengers and mails should be shipped and received at their own Ports rather than at those of the United States.

The Maritime Provinces are practically separated, so far as quick Railway transit is concerned, from Western Canada by the geographical intrusion of the State of Maine. Still more by the fact that the shortest routes to the Canadian sea boards (as shown by the map) are occupied in part by separate small companies and being operated for Local purposes they only act as feeders for American roads.

None of those Companies possess the strength necessary to construct the roads which would unite them.

This my Company proposes to undertake, and to acquire as many of those smaller roads as lie in its projected route, to consolidate them into its own system, and to operate them as a National Trunk Line.

You will also observe that, as our road will directly compete with all lines leading to American Ports, its business will be essentially Canadian.

By our route the fine harbors of St. John and St. Andrews will be brought (within a few miles) as near to Montreal, as the nearest American Harbors of Portland and Boston are to that city—so that similar freight rates can be offered by our road and the business kept in Canadian Territory.

While these Ports will be the natural outlet for Canadian freights, Louisburg which possesses one of the finest land-locked harbors in the Dominion, and open all the year around will be the port for the shipment and reception of mails, passengers, and express freights to and from Europe.

By our line the Island of Cape Breton will be given a railway communication with the rest of Canada, and its wonderful mineral deposits open for development, but this can only be afforded them—from a commercial point of view—by a Company building and operating as we propose a great through line.

Assuming that railway travel is faster than steamer in the proportion of three to one, and the speed of an express mail train at 45, and that of a steamer at 15 miles per hour—such a train would run from Louisburg to Montreal in 17 hours, while a steamer would take 70 hours. That is, if a steamer bound for Montreal would touch at Sydney or Louisburg to land her mail and passengers, they would be in Montreal 53 hours, or over two days ahead of that steamer. The converse is also true as mails and passengers would be enabled to leave two days after a steamer had left Montreal and catch her at Sydney or Louisburg while she is coaling there.

In like manner in a steamer bound for St. John or St. Andrews, mails and passengers landed at Louisburg would reach Montreal in 26 hours, and if bound for Halifax, 17 hours quicker than if landed at those Ports.

Comparing our line and time from Louisburg with the present ones from Halifax, as a winter route for mails and passengers, you will ascertain that we will save 29 hours in their transit to and from Montreal.

We therefore feel no hesitancy in asking aid from the Dominion Government to complete our system as an undertaking of National importance to Canada for the following reasons:—

1st—Because we will join the railway systems of Central with Eastern Canada by the shortest possible line.

2nd—Because we will open the ports on her own seaboard nearest to her railway and commercial centres for the shipment and reception of her freights.

3rd—Because we will create in her territory the universal route and short line for mails and passengers to and from Europe.

4th—Because we will bring all the Capitals of her Maritime Provinces the nearest possible to her own Capital.

5th—Because we will complete the complement of her Pacific Railway to the Atlantic Ocean and form with it a grand continuous and short railway line between the most extreme ports in her Dominion.

6th—Because our line will produce and promote a great expansion of trade of all kinds between Western Canada and the Maritime Provinces.

Hoping then that the Government may consider the completion of a trunk line of 800 miles of railway in its territory as proposed by us of sufficient national importance to grant the aid asked for.

I have the honor to be

Most respectfully

Your ob't servant,

CHARLES L. SNOW,

Chief Eng. and Gen. Manager

Gl. Am & Eu. Short Line Ry.

PUGWASH, N. S., April 17, 1883.

TO THE HON. SIR CHARLES TUPPER, K.C.B.

Minister of Railways and Canals.

TABLE "A."

*Miles in Operation, under Contract and to be Built, to complete Air Line between
MONTREAL and LOUISBURG.*

Division.	From	To	Length of Division.	Miles in Operation.	Miles under Construction.	Miles to be Completed.	Total Distances from Montreal.
Quebec.....	Montreal.....	Moose River, P. O..	163	90	73	..	163
Maine.....	Moose River, P. O..	Houlton.....	130	130	293
New Brunswick.....	Houlton.....	Baie Verte.....	221	108	..	113	514
Nova Scotia.....	Baie Verte.....	Straits of Canso....	170	80	60	30	684
Cape Breton.....	Canso.....	Louisburg.....	80	80	764
Totals....			764	278	133	353	764

Total distance from Montreal to Louisburg..... 764

In Operation..... 278

Under Contract..... 133

Total in operation Jan. 1st, 1884..... 411

Balance to complete..... 353

TABLE "B."

*Comparative Statement of Distances of present and proposed Routes
BETWEEN*

MONTREAL		—AND—	ST. ANDREWS.	LIVERPOOL.
Via	G. T., I. C. Ry., St. John and Grand Southern.....		835 x 2,730	3,565
"	G. T., I. C. Ry., Rivière du Loup and N. B. Ry.....		562 "	3,293
"	G. T., (Danville Junction,) B. M. and N. B. Ry.....		544 "	3,274
"	Megantic Route, (Mattawamkeag,) B. M. and N. B. Ry.....		370 "	3,190
"	Gt. A. and E. Short Line, (Houlton,) and N. B. Ry.....		385	3,115
MONTREAL		—AND—	ST. JOHN.	LIVERPOOL.
Via	G. T. and I. C. Ry.....		745 x 2,740	3,485
"	G. T., I. C. Ry., Rivière du Loup and N. B. Ry.....		588 "	3,328
"	G. T. (Danville Junction,) B. & M., and St. John and Maine.....		585 "	3,325
"	Megantic Route, B. & M., and St. John and Maine....		412 "	3,152
"	Gt. A. and E. Short Line (Houlton,) N. B. and St. John and Maine....		410 "	3,150
MONTREAL		—AND—	MONCTON.	
Via	G. T. and I. C. Ry.....		666	
"	G. T., I. C. Ry., Rivière du Loup, N. B. Ry. (Woodstock Junction,) and <i>Gt. A.</i> <i>and E. S. L. Ry</i>		610	
"	G. T., Boston and Maine, St. J. and M., and I. C. Ry.....		675	
"	Megantic Route, B. and M., St. J. and M., and I. C. Ry.....		512	
"	Gt. A. and E. Short Line Ry.....		476	
MONTREAL		—AND—	HALIFAX.	LIVERPOOL.
Via	Intercolonial Railway.....		845 x 2,480	3,325
"	Grand Trunk and St. John.....		862 "	3,342
"	Rivière du Loup, <i>Gt. A. and E. S. L. Ry.</i> , and I. C. Ry.....		800 "	3,280
"	Megantic Route, and St. John and I. C. Ry.....		700 "	3,180
"	Gt. A. and E. Short Line and I. C. Ry.....		653 "	3,133
MONTREAL		—AND—	LOUISBURG.	LIVERPOOL.
Via	I. C. Ry. and Truro.....		994 x 2,240	3,234
"	" Oxford and <i>Gt. A. and E. S. L.</i>		964 "	3,204
"	Rivière du Loup and <i>Gt. A. and E. S. L.</i>		890 "	3,130
"	Gt. A. and E. Short Line Ry.....		764 x 2,240	3,004

TABLE "C."

*Distances saved by GREAT AMERICAN & EUROPEAN SHORT LINE
over Existing Routes.*

BETWEEN	Via Shortest Present Route.	Via Gt. A. & E. S. L.	Miles saved.
Montreal and Fredericton.....	561	373	188
" " St. Andrews.....	544	385	159
" " St. John.....	585	410	175
" " Moncton.....	602	476	190
" " Charlottetown, P.E.I. (Cape Tormentine)	784	543	241
" " Pictou.....	834	581	253
" " Halifax.....	845	653	192
" " Louisburg or Sydney.....	994	764	230